

February 1.

# PROSPERITY IN SMALL CRAFTS

## Roger W. Babson Strongly Applies Lesson of Italian Fisheries to Our Present Fish Needs and Condition.

Roger W. Babson, the well known financial expert and statistician, a Gloucester boy, but now a resident of Wellesley Hills, who at present is in Europe, where he is making some financial studies, has written to the Times a very interesting letter on "How Italy Is Developing Her Fisheries," in which he presents some ideas and views, which he suggests could be put in operation in his native city to bring back the fresh fish industry, which Gloucester at one time controlled.

Mr. Babson's letter was written from Naples, Italy, and is as follows:

Naples, Italy, January 10, 1913.

To the Editor of the Times:—Some studies which I have been making in Europe the past few weeks have brought to my mind a suggestion which may be of value to Gloucester, and which I pass on to you for use as you see fit.

I find that nearly all the seaports of Italy have municipal wharves. These are the best wharves in their respective localities and, being owned by the city, are free to all owners of small boats like our "gill net" fisherman. Moreover, railway tracks go to these wharves enabling the fish to be sent to the central markets of the large cities at minimum expense. This has developed a great fishing community in Italy. Although the fish is very much scarcer in the Mediterranean sea than about Cape Ann, and although the Italians have not nearly such good markets, yet their receipts of fish should make us ashamed of ourselves. In fact, I readily now understand why the Italians are coming to Gloucester.

### Should Have a City Wharf.

Now I believe that Gloucester has a great opportunity if she will help develop and hold this shore fishing.

First, the city should purchase and rebuild a wharf which will be the best and most conveniently arranged east of Boston. Although I am not a proper judge as to where this wharf should be located, I should say either at the "Fort" or on Commercial or Rogers streets. This would be known as the "Municipal Wharf," and become a great central market for shore fishing boats, accessible to all having under water exhausts.

Secondly, the Bay State Street Railway Company should be asked to lay a track to this wharf, and build some special fish cars, which would take the fish directly from the Gloucester municipal wharf to the largest fish markets of Boston. Before this year, this would have been impossible; but now the street railway company has freight rights which will enable it to do this business. This will avoid the teaming on both ends, which heretofore has been necessary. If, in addition to the above, fish which now enters Boston directly, can be landed in Gloucester, this should give the transportation interests business which they would not otherwise obtain. Consequently the Bay State Street Railway Company should gladly cooperate with the city of Gloucester and give a very low rate to get and hold the business.

### Fighting Boston Single Handed.

Up to the present time, individuals in Gloucester have single-handedly been competing with Boston in the fresh fish business. This has resulted in a series of defeats for the Gloucester people, while Gloucester's population, wealth and prosperity has been declining in consequence thereof. With the aid, however, of a municipal wharf and the Italian immigrant, the city and the street railway company should

be able to unite and bring much of this business back to Gloucester. Outside of the summer business, Gloucester's great asset is her harbor and proximity to the fishing grounds, and the ambition of every property owner, storekeeper and laborer should be to get back and develop the fishing business.

At times, I have thought this to be impossible and have felt, as most of my friends do, that the fresh fish business has gone for good. After my studies here in Italy and France, however, I have changed my mind. When I see what small communities over here have done through municipal cooperation, I am convinced that Gloucester can double and treble her fresh fish business. Very few people yet realize the possibilities for Gloucester that the motor boat offers. The gasoline engine may bring back to Gloucester what she lost under the old methods of fishing. We again may see the rosy days when money is being shipped from Boston on every express to be distributed among the fishermen who immediately spend it on Main street making good business for all.

### Prosperity Depends on Small Craft.

I say "for all" for the local storekeeper gets much more benefit from the small fresh fish boats than from the salt fish industry. In the case of the latter, the large profits go to a few families, who spend the money either in Boston on clothes and house furnishings and send it to Detroit for automobiles. Of course we should do everything possible to aid these large firms; but the real prosperity of the every day citizen depends not so much upon them as upon the owners of small crafts used for shore fishing. These owners get their money every day, pay it out at once and it is all spent in Gloucester excepting what the Italians send home to Italy. Moreover, we can get legislation enacted which will even eliminate these latter.

This reminds me of one thing more, namely, that the Italian authorities not only build wharves and construct railways for their fishermen, but they organize, selling agencies for them. The fishermen over here are not allowed to compete with each other on price-cutting. The entire day's catch of a community is sold by one central co-operative society, which obtains the best price possible and divides up the money each night among all the fishermen in proportion to their catch. Whether or not we are far enough advanced in Gloucester to do this, I do not know; but the city Board of Trade certainly could maintain on the municipal wharf a selling office with banking facilities, with a similar one in the great fish market of Boston, both connected by several trunk wires enabling the Gloucester fish to obtain top prices, or at least prices with all commissions eliminated.

This would mean that instead of spending half a day going to Boston and another half day getting away again, the small boats would come in to the municipal wharf at Gloucester, land their fish, sell the same in the Boston market by wire, receive their money from the Board of Trade selling office located on the municipal wharf, and be off again in less than 60 minutes. Cars of the street railway company would be waiting on the wharf, and as soon as enough fish is landed to make up a load, a car would start at once for the central market in Boston, where it would be delivered within three hours. In fact, this new street car freight service will enable deliveries to be made all through greater Boston and as far north as Lowell and west of Worcester. Is not this worth considering?

With best regards to all my Gloucester friends, I am, through your courtesy,

Sincerely,  
ROGER W. BABSON.

## New Clam Flat Leasing Bill Game Commission

State House, Boston, February 14.—The state fish and game commission is to come before the committee on fisheries and game next Friday and explain the advantage of the new clam leasing bill which it advocates this season, and which it is announced that the new commission on economy and efficiency approves. This bill is considerably changed from previous legislation and in its new form reads as follows:

Section 1. The commissioners on fisheries and game are hereby authorized to conduct an accurate survey of all mollusk territory below mean high water mark to lease such territory for the cultivation of food and bait mollusks as hereinafter provided. Said commissioners may appoint such deputies as they shall deem necessary for making the said survey and for the detection and prosecution of any violation of the laws of the commonwealth, relating to the mollusk fisheries and may make all necessary regulations for the enforcement of these laws.

### May Grant Licenses Up to 20 Years.

Section 2. The commissioners on fisheries and game may, by writing under their hands, grant a license, for a term not exceeding 20 years, to any inhabitant of the commonwealth to plant, grow and dig mollusks at all times of the year, or to plant shells for the purpose of catching mollusk seed, upon and in any territory, as

hereinafter specified and described, below mean high water mark, upon such terms and conditions as they may deem proper, not, however, materially obstructing navigable waters.

Section 3. All territory for which a license has been granted as aforesaid shall be designated by suitable bounds, consisting of both stakes and buoys, one each at each of the several corners of every grant, so that its precise situation may be evident at high and low tide, and these bounds shall be maintained by the licensee under penalty of forfeiture of the license within seven days after his failure to maintain the proper stakes and buoys. The commissioners on fisheries and game shall keep at their office a record of each license, describing by metes and bounds the waters, flats and creeks so appropriated, with a map of its location, and these records shall be open at any time to public inspection.

Section 4. Every licensee shall be required to submit to the commissioners on fisheries and game, or to a duly authorized inspector or inspector or inspectors, appointed by them, an annual report of the total number of bushels of mollusks produced upon the territory covered by his license, together with the value received for the same, and an estimate of the total number of bushels of specified mollusks produced upon the territory covered by his license, together with the value received for the same, and an estimate of the total number of bushels of specified mollusks at that time growing upon the said territory.

This statement shall be duly sworn to before a justice of the peace, and if the total sum shall fall below 50 bushels per acre, or if an inspector appointed by the commissioners on fisheries and game after due examination shall find that the sum has fallen below fifty bushels per acre for two consecutive years, unless such condition has been brought about by natural causes, then the license shall be declared forfeited and the grant revert to the commonwealth.

Section 5. The available territory for the growth and planting of mollusks shall be divided into two classes; the shallow waters near shore, including the flats, creeks, inlets and bays, which shall be allotted to the smaller planters; and the deep or more exposed waters, which shall be leased to individual planters, partnerships or corporations, who shall give suitable guarantee of sufficient capital to develop the same. Not more than one half of the whole territory of the first class in any town shall be granted and the remaining half, unless voted to the contrary by the voters of that town in regular town meeting, shall be retained as a public fishery. Due regard for the public fisheries shall be given by the commissioners on fisheries and game in granting these licenses.

Any citizen of a coast town shall have the first right to any license for the territory within the boundaries of that township over any other inhabitant of the commonwealth who is not a citizen of that town, and at all times and under all conditions the commissioners shall give due consideration to secure to every worthy citizen a just opportunity to participate in and to benefit from these fishing privileges. Any citizen of the commonwealth may have the right to receive a license under this act in any coast town where suitable territory remains after the citizens of the town have obtained the licenses for which they have petitioned. Preference in the allotment of new licenses shall be given to the holders of oyster, clam and quahog grants as held under the present laws. After the system shall have been established every grant shall be leased according to priority of petition for the same. Any vacant territory shall be regularly advertised by the commissioners on fisheries and game, and residents of a town may at any time file an application with the commissioners, stating their ability and what they desire in mollusk territory, which shall be allotted to them whenever there is vacant ground. These licenses shall only be granted to and held by citizens of Massachusetts, firms composed of Massachusetts citizens and Massachusetts corporations domiciled within this commonwealth.

Section 7. Any citizen, firm or corporation qualified as aforesaid, desiring to obtain a license as provided above, shall present to the commissioners on fisheries and game a written application, setting forth the name and address of the applicant, a reasonably definite description of the desired territory, and shall petition that the application be registered, that the territory be surveyed, that a plan or map be made, and that a license be granted to the applicant under the provisions of this act.

Section 8. All licenses shall be for the use and profit of the licensee alone and shall be absolutely non-transferable, by sale, sub-lease, transfer or private contract of any nature whatever, and if any licensee attempts such procedure, the license shall thereupon be forfeited. It shall nevertheless be lawful for any licensee to hire labor or assistance for the working of his grants; provided, that such labor shall in no wise impair the title or ownership of the grant or cause it to revert from his control. Two years after the death of a licensee the grant shall revert to the commonwealth, unless the widow or children or legal heirs of the licensee continue to plant and grow mollusks. In such cases due allowance shall be made for all improvements. Three years before the expiration of a license the licensee shall be informed whether or not he is entitled to a renewal. At the expiration of a license the previous owner shall be given the preference of renewal.

### Licenses Not Transferable.

Section 9. Any person holding a license under the provisions of this act shall pay an annual fee of not less than one and not more than \$10 per acre, the exact amount to be ascertained and fixed annually according to a just and equitable valuation by the commissioners on fisheries and game or by their duly appointed agents, under penalty of forfeiture of the license if the rental is not paid within six months after it becomes due. The money received from the annual fees shall be expended as far as necessary for the protection and surveying of the grants, and the remainder shall be paid into the state treasury. The oysters sold from any grant and the equipment connected therewith shall be subject to taxation by the towns in the same way as other taxable property.

Section 10. The said commissioners shall give notice of every application for a license by publication twice a week for three successive weeks in some daily newspaper published in the city of Boston and also once a week for three successive weeks in one or more newspapers published in the county in which the land applied for is located, describing the territory and giving the name and residence of the applicant and the day, hour and place at which the commissioners will give a public hearing on the application, the last publication to be at least one day before said hearing. The license shall not be granted until after a public hearing as aforesaid in the city or town where the land is situated, due notice of which shall be posted in

### Must Give Hearing.

Section 11. The said commissioners shall give notice of every application for a license by publication twice a week for three successive weeks in some daily newspaper published in the city of Boston and also once a week for three successive weeks in one or more newspapers published in the county in which the land applied for is located, describing the territory and giving the name and residence of the applicant and the day, hour and place at which the commissioners will give a public hearing on the application, the last publication to be at least one day before said hearing. The license shall not be granted until after a public hearing as aforesaid in the city or town where the land is situated, due notice of which shall be posted in

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# NETS WERE OUT FOR TWO DAYS

## Some Gill Netters Got Lifts Yesterday and Made Big Hauls.

The only fish receipts here since yesterday are the gill netting steamers, the larger part of which were out yesterday and landed some 60,000 pounds, mostly haddock, pollock and cod.

Several of the boats secured their nets for the first time in two days and consequently had some nice fares. The largest hauls were steamers Anna T., 9000 pounds; Naomi Bruce, 8000 pounds; Enterprise, 7500 pounds; F. S. Willard, 6000 pounds.

The steamer Nora B. Robinson lost her rudder outside yesterday and was towed in yesterday afternoon by steamer Bessie M. Dugan.

### Today's Arrivals and Receipts.

- The arrivals and receipts in detail are:
- Str. Robert and Edwin, gill netting, 3000 lbs. fresh fish.
  - Sch. Nora B. Robinson, gill netting, 1500 lbs. fresh fish.
  - Str. Quoddy, gill netting, 3500 lbs. fresh fish.
  - Str. Eagle, gill netting, 300 lbs. fresh fish.
  - Str. Naomi Bruce, gill netting, 8000 lbs. fresh fish.
  - Str. Swan, gill netting, 400 lbs. fresh fish.
  - Str. Rough Rider, gill netting, 1000 lbs. fresh fish.
  - Str. Margaret D., gill netting, 3000 lbs. fresh fish.
  - Str. F. S. Willard, gill netting, 6500 lbs. fresh fish.
  - Str. Prince Olaf, gill netting, 600 lbs. fresh fish.
  - Str. Nomad, gill netting, 2500 lbs. fresh fish.
  - Str. Enterprise, gill netting, 7500 lbs. fresh fish.
  - Str. Geisha, gill netting, 3000 lbs. fresh fish.
  - Str. Venture, gill netting, 1000 lbs. fresh fish.
  - Str. Hope, gill netting, 400 lbs. fresh fish.
  - Str. Sunflower, gill netting, 1000 lbs. fresh fish.
  - Str. Anna T., gill netting, 9000 lbs. fresh fish.
  - Str. Evelyn H., gill netting, 400 lbs. fresh fish.
  - Str. George E. Fisher, gill netting, 2000 lbs. fresh fish.
  - Str. Gertrude T., gill netting, 3000 lbs. fresh fish.
  - Str. Nashawena, gill netting, 4300 lbs. fresh fish.
  - Str. R. J. Kellick, gill netting, 3400 lbs. fresh fish.
  - Str. Bessie M. Dugan, gill netting, 1400 lbs. fresh fish.
  - Str. Lorena, gill netting, 400 lbs. fresh fish.
  - Str. Sawyer, gill netting, 3500 lbs. fresh fish.
  - Str. Seven Brothers, gill netting, 3500 lbs. fresh fish.
  - Str. Mary Ruth, gill netting, 1000 lbs. fresh fish.

### Vessels Sailed.

- Sch. Flora L. Oliver, haddocking.
- Sch. Georgianna, halibuting.

### TODAY'S FISH MARKET.

- #### Salt Fish.
- Handline Georges codfish, large, \$5.50 per cwt; medium, \$4.62 1-2; snappers, \$3.25.
  - Eastern deck handline codfish, large, \$5.25; medium, \$4.50.
  - Eastern halibut codfish, large, \$4.50; mediums, \$3.75; snappers, \$3.
  - Georges halibut codfish, large, \$4.50; mediums, \$4.
  - Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.
  - Pollock, \$1.50.
  - Hake, \$1.50.
  - Haddock, \$1.50.
  - Newfoundland salt herring, \$3.25 per bbl.
  - Newfoundland pickled herring, \$5 per bbl.
- #### Fresh Fish.
- Haddock, \$1.10 per cwt.
  - Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.
  - Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c.
  - All codfish not gilled 10c per 100 pounds less than the above.
  - Hake, \$1.15.
  - Cusk, large, \$1.30; mediums, \$1; snappers, 50c.
  - Dressed pollock, 80c; round, 90c.
  - Bank halibut 15 1-2c per lb. for white; 12 1-2c for gray.
  - Newfoundland frozen herring, \$2.75

# HALIFAX FISH WHARF BURNED

Fire destroyed two sections of the smoke house of the North Atlantic Fisheries' plant, on Boutillier's wharf, at Halifax early Wednesday morning, burning through to the roof and rendering a quantity of fish, value unknown, worthless.

It was five minutes to 1 o'clock when the watchman discovered flames issuing from the ground floor of the building and he at once rang in an alarm from box 21, summoning the fire-fighting apparatus from the four stations in the south end. When the firemen arrived the blaze had gained great headway and that part of the big building was all ablaze. A fierce struggle was encountered with the furiously burning flames and when, after an hour and a half, they had been extinguished by streams of water from three engines and No. 1 chemical both the first and second floors were gutted.

As the exact amount of fish spoiled was not available Wednesday morning the total loss from the fire could not be estimated.

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# FISHING CRAFT MUST STEP ASIDE

## Boston Port Directors Would Have Them Barred From Main Ship Channels.

Chairman Hugh Bancroft of the Board of Directors of the Port of Boston was before the committee on fisheries and game yesterday to advocate a bill permitting the Boston harbor master to exclude fishermen from the main ship channels in the harbor. He told the committee that the practice has been carried to such an extent that the fishermen will be run down and drowned or that some of the liners will be forced against the harbor ledges in avoiding them.

Captain Francis J. Hird, harbor master, said that the difficulty is caused by foreigners, largely Italians, who are utterly regardless of the ship traffic through the channels, and remain by their trawls even when the liners are bearing directly down upon them, frequently shouting to the pilots to "get out of the way."

Captain Joseph Fawcett and Captain Horace Folger, both pilots, also favored the bill; there was no opposition.

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# MAKE DR. FIELD THE WHOLE THING

And do away with Board of Fish and Game Commissioners. Is recommended to Legislature by New Efficiency Commission.

A single-headed Fish and Game Commission was strongly urged upon the House on Beacon Hill yesterday in a special report of the State Commission on Economy and Efficiency. The report advises the Legislature to abolish the present board of three and substitute a single commissioner, who should be Dr. George W. Field, chairman of the present board, at \$5000 a year.

Some of the reasons for this action urged by them are:

"The present commissioners are coordinate in authority and choose their chairman. There is inevitably a wide difference of opinion as to what matters should be decided by the full board and what should be decided by the chairman, or by a commissioner acting alone, resulting in unnecessary delay to the public, and liability of the remaining members to be slighted."

"The necessity of referring matters to the full board often causes tardiness in closing business transactions."

"Persons insist oftentimes that the adverse decision of a member be referred to the full board, this causing delay."

### Unprofitably Busy.

"There is practical difficulty in agreeably assigning and arranging work for the different members and the office force, which is now overworked. We find also that the commissioners' time is not fully and profitably occupied with the work related to that department. A deputy could very often and very properly care for certain phases of outside work which now occupy the time of the full board."

### Division of Responsibility.

"With three commissioners having coordinate powers there arises at times a degree of rivalry between the different sections of the State, and between different kinds of persons as to their respective representation on the board, and their relative participation in the benefits to be derived from the activities of the board itself."

### Real Responsibility.

"It is essential, in order to achieve the best results, that the chairman, who must necessarily shoulder the real responsibility, should select his co-workers and subordinates."

"Inasmuch as many trivial matters must be examined or studied two or three times in order to secure action by the full board, the insurance thus furnished for correct decision is too often not worth the valuable time wasted."

"A single commissioner, with trained and competent secretary or deputies, we believe, would give more efficient service in this department of the State's service, and would create economies in administration and greater ease and directness in securing results."

# URGE LOBSTER EMBARGO.

## Maine Hotel Keepers Want to Keep Tidbits at Home.

Maine hotel proprietors at the annual meeting of their state association voted to urge the passage of a bill through the legislature prohibiting the shipping of lobsters out of the state in the summer months.

### Portland Fish News.

That Portland wholesale and retail lobster dealers are divided in their opinion in regard to changing the Maine lobster laws is evident as two factions are circulating petitions. One faction has a petition requesting the legislature to change the present law so that lobsters nine inches in length shall be of legal size, while the opposing faction want the present or so-called 10 1-2 inch length law retained. Many of the dealers and many lobster fishermen believe that no satisfactory arrangement will be made regarding the lobster fishing industry until the Federal Government assumes charge of the industry and when general laws covering the entire country will be enforced by federal officials.

Walter S. Trefethen, of N. F. Trefethen & Company, said Friday, that in his opinion the greater number of the fishermen were in favor of retaining the present laws. Mr. Trefethen claims that a nine inch lobster law would be a severe blow to the lobster industry in the future. "I do not deny that for perhaps two years the fishermen and the dealers would make more money than they are at the present time, but after that the supply of lobsters would be depleted," said Mr. Trefethen. "The fishermen of Cliff Island, South Harpswell and Baileys Island are in favor of retaining the present law."

J. W. Trefethen & Company also believe that the present law should remain, while S. A. Skillings & Company Lewis McDonald and other local concerns engaged in the lobster business believe that the law should be changed so that it will be the same as the New York laws and similar to the Massachusetts laws.

Feb. 3. ✓

# GILL-NETTERS PAYROLL \$11,000 WEEK

## Employ 612 Men Afloat and Ashore Here—More Letters.

The Times is in receipt of two more interesting communications on gill netting, one from a writer who signs himself, "A Gill Netter", while the second is another from Albert Gamage, who replies to Capt. Cooney's letter published a few days ago.

They are as follows:

To the Editor of the Times:—With your kind permission, I wish to answer Capt. Joseph Cooney, for I see that he is eager for an answer from a gill netter. He wishes to know why we came here to Gloucester to fish. I would also like to ask him the same question. What did he come for but to catch fish just as we did? We were persecuted by game wardens, the law gave us a certain sized mesh net to fish with and when any fish were caught under two pounds, the game wardens would pounce upon us, fine us an enormous amount and even imprison some of our fishermen.

The laws were conflicting. The fish have not all been caught up in Lake Michigan, or Lake Erie either for that matter. We came away simply to put the game wardens out of business. I would like to ask Capt. Cooney what is the difference whether the fish are caught on a hook, or by net? I see by the reports from T wharf, Boston, your vessels come bringing in thousands of pounds of both salt and fresh fish. Now what is the difference? Only the method—the fish are the same.

### A GILL NETTER.

#### Mr. Gamage's Letter.

To the Editor of the Times:—With your kind permission, I would like to say a few words in regard to Capt.

Cooney's report in your paper, Wednesday evening. I wish to state that I shall speak of not what I have heard, but what I have seen myself. I have spent a day in looking along the wharves, taking in from East Gloucester to the Fort. I do not wish to correct Capt. Cooney's statement, but I find there are 51 gill netters in all, counting the new boats that are getting ready to start and of 51 boats, I find that they are employing 612 men, mostly Gloucester young men. I also find that the wages paid by the gill netters figure between \$11,000 and \$12,000 weekly.

During my journey I looked in vain for one of those signs, "To Let" but not one could I find. I did see one or two on Rogers street. Capt. Cooney made the remark that I was speaking for some one else so before I go on I wish to say that I am using my own words and not the words from another. Mr. Cooney says, ask the gill netters why they all flocked to Gloucester?

The answer is to fish.

I have noticed that Capt. Cooney speaks mostly of the past, but one may as well speak of the Civil war as to speak of what was done in Gloucester long years ago, for we must forget the past and prepare for the future. I am sure Gloucester is as proud of her sea-captains today as she was years ago, whether they have their brains wound up in gill netting or not. As our captains have always earned an honest living, I think they are capable of doing the same now.

Thanking you for your favors, I remain,

Yours truly,  
ALBERT GAMAGE.  
Gloucester, Mass.